



PO Box 7690 Norwest BC Baulkham Hills 2153

**FORMULA VEE ASSOCIATION OF NSW MAGAZINE
FEBRUARY 2016**



**Michael Kinsella and Stephen Butcher
Win the 2015 1600cc and 1200cc
NSW State Championships!**

INSIDE THIS BUMPER EDITION OF THE FVANSW VEEMAG

- Johnny Mac's Presidents Report, Leigh Porter's Board Report, and Morgo's Tech Report
- Competition News and Notices, AND Inside Line News and Gossip - Don't miss out on the latest CAMS Bulletins!
- Kieran Glover Wins the National Titles and the National Series!
- 2015 - What a Great Formula Vee Year in NSW!
- Feature - The FVAWA's Lady Formula Vee Racers
- Driver Profile - Look inside and see who!
- The Final 2015 Pointscores
- FORMula VeeSALE

AND LOTS MORE!

FORMULA VEE -  OFFICIAL ENTRY LEVEL OPEN WHEEL CIRCUIT RACING CATEGORY



THE FORMULA VEE ASSOCIATION OF NEW SOUTH WALES INC.

FVANSW.ASN.AU PO BOX 7690 NORWEST BC 2153



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FEBRUARY 2016

CONTENTS

Johnny Mac's Presidents Report	3
What's Coming Up/2016 Events Calendar	4
Leigh Porter's first FVAA BoM Report	5
2016 FVANSW Formula Vee State Championship Calendar	6
Morgan's Technical Report	7
The 2016 FVANSW Committee Has Been Elected!	9
The 2015 FVANSW Competition Winners	10
Kieran Glover Wins the 2015 Clemenger International Freight Australian Series	11
The 2016 Australian Formula Vee Series is GO!	12
The 2015 Formula Vee State Championship Regulations	13
Competition News and Notices	17
The 2015 FVANSW Discretionary Awards Winner	20
Inside Line – Formula Vee Gossip from around Australia and the World!	21
Photos of the Month	25
Get Ready for 2016!	26
The 2015 Formula Vee National Challenge - The FVANSW Wins!	30
Feature - FVAWA's Lady Racers	32
Driver Profile – Morgan Freemantle	36
FVANSW Final 2015 Pointscores	38
Formula Vee For Sale	43

FVAA Sealers Sydney Metro Area FVAA Sealers Central Coast FVAA Sealers ACT

Frank Kleinig	BH 0245777221	Greg Douglass	Mob 0402237507	Morgo	Mob 0431695569
Nathan Sansom	Mob 0405018433	Phil Lewis	BH 0245798107	Col Merz	Mob 0412316275
Edan Fleming	Mob 0412477437	Greg Hepburn	Mob 0438169247		

NO engine or gearbox may be sealed by the same sealer twice in a row. A copy of the sealing sheet and sealing cards must be with the log book and produced on demand. The Sealers are Judges of Fact. Their measurements are final. Sealing fees apply.

2016 FVANSW COMMITTEE CONTACT LIST

President	John McDonald	0418323500	Race Entries	Leigh Porter	0417439390
Vice President	Gary Ogden	0475959639	Committee	Gary Meyers	0455069569
Secretary	Bernie Cannon	0408214080	Committee	Stephen Horne	
Treasurer	Leigh Porter	0417439390	Committee	Dylan Thomas	0431822997
Tech Director	Morgan Freemantle	0431695569	FVAA Board Member	Leigh Porter	0417439390
Comp Secretary	Simon Thomsen	0433810225	Social Secretary	Liz Porter	

Committee meetings occurs by Skype on the second Wednesday of every month

2016 FVANSW STATE CHAMPIONSHIP AND CLUB POINTSCORE RACING CALENDAR

March 5/6	Wakefield Park R1 CAMS NSW Formula Vee State Championship
March 5/6	Wakefield Park R2 FVANSW Club Pointscore
April 9/10	SMSP Brabham R2 CAMS NSW Formula Vee State Championship
April 9/10	SMSP Brabham R2 FVANSW Club Pointscore
May 7/8	Wakefield Park AASA R3 FVANSW Club Pointscore
May 28/29	Wakefield Park R3 CAMS NSW Formula Vee State Championship
May 28/29	Wakefield Park R4 FVANSW Club Pointscore
July 2/3	SMSP GP R4 CAMS NSW Formula Vee State Championship
July 2/3	SMSP GP R5 FVANSW Club Pointscore
July 30/31	SMSP FVANSW Club Pointscore R6 (Provisional-to be ratified by ARDC)
August 20/21	Wakefield Park R5 CAMS NSW Formula Vee State Championship
August 20/21	Wakefield Park R7 FVANSW Club Pointscore,
Sep 16/17	SMSP GP R6 CAMS NSW Formula Vee State Championship
Sep 16/17	SMSP GP R8 FVANSW Club Pointscore

POINTSORE SYSTEM

State Championship 1600 – 30, 27, 25, 23, 22, 21, 20, etc to 1, with 1 for all finishers. **DROP YOUR WORST RACE**
State Championship 1200 – 30, 27, 25, 23, 22, 21, 20, etc To 1, with 1 for all finishers **DROP YOUR WORST RACE**
Club Pointscore 1600 and 1200 – As above, for ALL race meetings throughout 2016. **DO NOT DROP WORST RACE**
Division Two–As above for Division Two drivers only for ALL races throughout 2016. **DO NOT DROP WORST RACE**
The Pointscore system is voted on at the Annual General Meeting. All 1200 cars start behind all 1600 cars in all races.

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FVANSW PRESIDENT'S REPORT

By John McDonald

Welcome back to Formula Vee for 2016!

And if you hadn't yet worked it out, I am your lucky President again for another year.

Firstly a personal thank you to all those who made it to the presentation night before Christmas. The change in venue freshened the night up and it went off very well. I am disappointed though, how hard it was to get the numbers we did to turn up. Yes, I know it is a busy time of year, but the committee advise the date as early as we can. The night is a great way to get to know the people you spend so many weekends a year with, but rarely get the time to talk to. It isn't just a great chance to recognise those drivers amongst us who have performed well, but also those fellow members that have contributed to the class and club in various ways.

But, I think it needs to be said that those members the club heavily relies on are getting fewer and their workload is getting heavier. If any of our current volunteers decide that enough is enough, FVNSW will really struggle. My point – we need new members to take an interest in club matters. I am not asking you to run the club, just take an interest in some of the jobs that need to be done. Simply deciding to help organise the end of year function is a great start, or a dinner or similar event one weekend at Goulburn.

As well as our club committee there is a position as a FVAA Board Member and our representative on the CAMS Motor Racing Panel. The attendance at our AGM over the last few years have barely reached a quorum, the lack of attending members leaving the committee with little choice but to accept the nominations for their current positions. Now I am not saying that your committee is there under duress, but it is not fair to expect the same people to put their hand up year after year. Please take note of the members filling multiple positions. The phrase 'ok, one more year' was used!

Now, the challenge to increase our grid numbers is not unique to Formula Vee. Averages in all categories have taken a hit in recent years. If you have an opinion or an idea on how to improve this, please let me know. Put your mind back to what it was that first made you decide to choose Vees in the first place. For me it was the close racing and the camaraderie shown between competitors. Remember, we are all ambassadors for our class, and we should always strive to act that way, on or off the track.

I promise a more upbeat message next time!

I look forward to seeing you all at the track in my trusty black Mako again.

John McDonald

STOP PRESS!

The FVANSW's own Aaren Russell will be driving one of Betty Klimenko's Erebus Holden Commodores with team mate David Reynolds in the 2016 V8 Supercar Series. Aaren raced with us in the late 2000's, forging a reputation as a naturally dynamic racer. Aaren jumped over to the V8 Supercar Development Series for a few years, but after a brilliant wildcard debut at the Bathurst 1000 last October, Betty grabbed Aaren for her team. Aaren was awarded the prestigious FVANSW Diamond Trophy in late 2015 for his rise up the motor racing ladder. Congratulations Aaren - the latest FVANSW driver to get to the top!



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WHAT'S COMING UP IN 2016

March 5/6	Wakefield Park R1 CAMS NSW Formula Vee State Championship
March 5/6	Wakefield Park R1 FVANSW Club Pointscore
March 5/6	Wakefield Park R1 Australian Formula Vee Series
April 9/10	SMSP Brabham R2 CAMS NSW Formula Vee State Championship
April 9/10	SMSP Brabham R2 FVANSW Club Pointscore
May 7/8	Wakefield Park R3 FVANSW Club Pointscore AASA
May 28/29	Wakefield Park R3 CAMS NSW Formula Vee State Championship
May 28/29	Wakefield Park R4 FVANSW Club Pointscore
July 2/3	SMSP GP R4 CAMS NSW Formula Vee State Championship
July 2/3	SMSP GP R5 FVANSW Club Pointscore
July 30/31	SMSP FVANSW Club Pointscore R6 (Subject to ratification by ARDC)
Aug 20/21	Wakefield Park R5 CAMS NSW Formula Vee State Championship
Aug 20/21	Wakefield Park R7 FVANSW Club Pointscore
Sep 17/18	SMSP GP R6 CAMS NSW Formula Vee State Championship
Sep 17/18	SMSP GP R8 FVANSW Club Pointscore
October 22/23	BARBAGALLO RACEWAY WA Formula Vee National Challenge
November 23	Ryde Club FVANSW 2016 Annual General Meeting
November 26/27	Phillip Island Magic R3 Australian Formula Vee Series
Nov / Dec TBA	FVANSW Presentation Night Venue TBA

THIS WILL BE UPDATED THROUGHOUT THE YEAR AS EVENTS ARE CONFIRMED

GARY'S MOTORSPORT TYRES




Gary's Motorsport Tyres offers more than just tyres! Gary's supplies a wide range of motor racing equipment, including all race apparel, specialising in Sparco
GARY'S MOTORSPORT TYRES FOR ALL YOUR MOTORSPORT NEEDS INCLUDING CAMS-SPEC ROLL BAR PADDING AND NECK RESTRAINTS



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FVAA NATIONAL BOARD REPORT

By Leigh Porter

1600 Cylinder Heads

The BoM is investigating the supply of brand new heads from DRD Racing Heads in the US. See <http://www.drdracingheads.com/>

These would be supplied from new standard tooling with CNC'ed combustion chambers, ports as cast, a 3-angle valve job with standard sized valves and springs, basically ready to bolt on. All heads would be supplied from the one set of tooling so will be very consistent in performance. It is expected a small power gain will result but parity of performance will be achieved together with consistent long term supply. They will also use a standard 3/4" reach spark plug to minimise stripped spark plug threads.

A pair of heads has been ordered which will be evaluated by the NTC and made available to the different states for evaluation by the state technical director. Should this change go ahead plenty of notice will be given so competitors can schedule maintenance accordingly.

1200 Crankshafts

Following an offer from John Alder of QLD for supply of race-prepared 1200 crankshafts the BoM has requested firm pricing details with the idea that FVAA would hold a small supply of crankshafts available for immediate supply. The BoM is awaiting John's quote.

Roll Bar Heights

It was noticed at the National Challenge that some cars do not comply with the roll bar height rule and this was brought to the attention of the BoM. For your own safety you should check your car complies when you are seated in your normal driving position. Refer to the CAMS manual at this link <http://docs.cams.com.au/Manual/GeneralRequirements/GQ11-Schedule-J-2015-1.pdf> especially drawing J26 on page 12. Expect this to be checked in the 2016 season.

Formula Vee Australian Series 2016

There was considerable discussion at the BoM concerning this series for 2016. The only economical way to run the series is to piggy-back on Formula Vee events in the various states. With clashes between state championship events in the various states ruling out events in SA and QLD the following schedule was adopted:

Mar 5/6 Wakefield Park, NSW
Sep 17/18 SMSP, NSW
Nov 26/27 Phillip Island, VIC

Formula Vee National Challenge 2016

This year should be the turn of SA to host the National Challenge but due to lack of track availability at Mallala and the building of the new track at Tailem Bend, and with the approval of the BoM, SA has swapped with WA for 2016. The event is confirmed for Barbagallo Raceway for October 22-23. For information on Tailem Bend see <http://www.samotorsportpark.com.au/> .

Leigh Porter

FVANSW Representative on the FVAA National Board

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2016 FVANSW FORMULA VEE RACING CALENDAR
SIX NSW STATE CHAMPIONSHIP ROUNDS AGAIN!
THREE NATIONAL SERIES ROUNDS - AGAIN!
ONE NATIONAL CHALLENGE - AGAIN!

ROUND 1 CAMS NSW STATE CHAMPIONSHIP	March 5-6	WP
ROUND 1 FVAA NATIONAL SERIES	March 5-6	WP
ROUND 2 CAMS NSW STATE CHAMPIONSHIP	April 9-10	SMSP Brabham
ROUND 3 FVANSW CLUB POINTSCORE	May 7/8	WP AASA
ROUND 3 CAMS NSW STATE CHAMPIONSHIP	May 28-29	WP
ROUND 4 CAMS NSW STATE CHAMPIONSHIP	July 2-3	SMSP GP
ROUND CAMS NSW STATE CHAMPIONSHIP*	July 30/31	SMSP GP
ROUND 5 CAMS NSW STATE CHAMPIONSHIP	Aug 20-21	WP
ROUND 6 CAMS NSW STATE CHAMPIONSHIP	Sept 17-18	SMSP GP
ROUND 2 FVAA NATIONAL SERIES	Sept 17-18	SMSP GP
FVAA NATIONAL CHALLENGE Organised by the FVAWA	Oct 22-23	Barbagallo WA
ROUND 3 FVAA NATIONAL SERIES	Nov 26-27	Phillip Island

* This Round is PROVISIONAL at this time. Members will be informed as early as possible if this Round will proceed.

**IF YOU WANT TO RACE AT ANY OF THE INTERSTATE
RACE MEETINGS THROUGHOUT 2016, GO TO**

<http://www.fvansw.asn.au>

**FOR THE FORMULA VEE RACING PROGRAMMES IN ALL
AUSTRALIAN STATES.**

CONTACT THE FVA STATE SECRETARY FOR ENTRY FORMS

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FVANSW TECHNICAL REPORT

By Morgan Freemantle

2016 is here with new challenges and some scores to settle. It's also time for the pre-season rant on checking cars, making sure there are no leaks, loose bits etc. etc. If nothing else – check your brakes aren't seized (either on or off). This 'stuff' should be on your agenda now! Getting the basics right will go a long way to ensure that good and hard racing can continue all year.

There is a bit to catch-up on technically, so it's important to get-up-to-speed with developments.

BULLETINS:

B15/038: Formula Vee Technical Regulations. This bulletin was recently issued for some rule changes that were published (with rationale) on the national website prior to being issued by CAMS. At the time of writing, the Cams Manual for Formula Vee hasn't been issued to incorporate these changes, but should be before the season starts. As ever, the intention was to simplify and clarify a few items that the NTC/BOM have been working on: (Getting it 100% right isn't always that easy – refer 2.6 Engine (xi)(b) below.)

2.6 Engine:

(xi)(b): You'll note that the bulletin reads "Throat cut shall be 75° Throat cut shall be 60° to 75°." Along with the obvious double-up of sentence, it was raised by a number of engine builders that testing the range of allowable throat angles for peak performance would incur a large amount of testing (time and expense). The NTC will be revising the wording (January's meeting) and it is most likely that "Throat cut shall be 75°" rule will remain. The advice is not to change the seat throat angle - proper (clear) wording will be issued shortly.

(vii): The flywheel machining dimension drawing has been deleted. The respective weight for flywheels for cranks (7.0kg for a non-counterweighted crank, 5.4kg for a counterweighted one) are the control.

2.7 Engine Ancillaries:

(iii)(b): The maximum dimensions of the air cleaner have been removed and the following added: *All air being fed to the carburettor must pass through the air cleaners element.* This tidies up previous changes that restricted a number of air-cleaner types that were in use and met the intent of the rules. Basically – the intent is to prevent the use of trumpets, velocity stacks etc.

2.8 Transmission

(iv): Split type 2nd gear ratio typo has been fixed (194.1 changed to 1.94:1)

4. Non Genuine Parts (table)

Rocker Covers removed – refer 5.aa below

5. Authorised Parts (table)

y: Removes the reference to the national website of part numbers of Ignition Modules (this was supposed to be deleted in the last revision)

z: Axles - has been added – the market has been tested and it's very difficult to obtain new or 2nd hand (straight ones anyway) axles. This change allows the use of axles available (most new ones don't have the taper).

aa: Rocker Covers – relocated from 4. Non Genuine Parts – a logical change given the quantity of bolt-on rocker covers being used in FV.

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FVANSW TECHNICAL REPORT

By Morgan Freemantle

7. Scrutiny and Sealing:

(iii): The changes delete the possible requirement for an engine or gearbox having to be sealed by three different sealers on rotation. They also allow emergency sealing (defined in the wording) to be undertaken without the requirement to re-seal that component until the next rebuild.

B15/041: 1st Category Racing Cars - Rain Lights

CAMS have noted that LED lights approved by the FIA or CAMS may be used (LED rainlights use much less wattage to achieve the same luminescence of a 15W rail light previously mandated).

UPDATES/RULES TO BE AWARE OF:

Schedule D: Apparel. CAMS have removed the temporary addendum allowing use of Frontal Head Restraints (FHR) with SFI Standard 38.1 only. Check your FHR for compliance with FIA 8858-2010 or 8858-2002 standard.

Hoosier are now the only tyre that can be used in competition— so make sure these are fitted for round 1.

Formula Vee Technical Manual Version 4.0. Released and published mid last year – Version 4.0 of the Tech Manual is almost a complete re-write – it's removed duplicate, redundant and incorrect information and added guidance detail referred to in the CAMS Manual. The Tech Manual is available for download from the National website under Competition/Rules and Technical:

http://www.fvee.org.au/sites/default/files/rules_files/Formula%20Vee%20Technical%20Manual%204.0.pdf

A FEW POINTS TO REMEMBER:

Valve profiles are to be standard VW (i.e. they can't be back-cut to remove the lip or re-profile the head. Make sure your valve grinding person is aware of this – as they may inadvertently try to 'help' - resulting in an engine sealer refusing to seal your heads on until compliant valves are sourced.

Sealing Cards are to be with you at the track. Please also remember they go with their engine or gearbox when they're sold/bought/lent or otherwise transacted...

A special mention: **Sealers** – you know who you are: The yellow triplicate of the sealing sheets (Certificate's of Compliance for the politically correct) are to be sent to me immediately after sealing. I haven't seen any for quite some time and the sealing director is threatening me with the sack.

Scrutineering at the track will continue as it has in the past few years. A comprehensive list of scrutineering items to be checked was put together for the 2015 Nationals - this will be drawn upon – so expect some areas to be checked that may not have been in recent memory.

As noted in Leigh's FVAA BOM report, the BOM/NTC are working on availability and solutions for the diminishing supply of 1600 Cylinder Heads and 1200 Cranks. Also noted in the report is the observation that some roll bar heights are insufficient. **Check your ROPS** – after my mega roll-over last year I was reminded how important having clearance between the head and the roll-bar is. I walked out with only a bad mood for an injury but it could have been much worse. The roll-bar dug in further than the air cleaner when it hit the dirt! Make sure you're covered – I'd suggest more than the 50mm minimum measured under a line drawn between the top of the roll hoop and secondary structure.

In addition to the above, the NTC will be looking at removing some of the ambiguities that remain in the rulebook (such as the dimensions of the H-Beam out uprights/supports). As ever – competitor input is essential. Please get in touch with any queries, comments or suggestions.

Hopefully 2016 will yield results for all. I'm looking forward to a great season. All the best.

Morgo (not Margo)

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THE 2016 FVANSW COMMITTEE HAS BEEN ELECTED!

The 2016 AGM took place on the 23rd of November, and by the end of the evening, a new FVANSW committee for 2016 had been elected. Fortunately for the FVANSW, the committee retains much the same! The only real change is that Gary Ogden has stepped down after many years as the NSW FVAA Board Member. Leigh Porter has taken over the role. Incredible thanks goes to Gary for steering the FVANSW safely through the FVAA! Please support them, and contribute to Formula Vee however, whenever, and wherever.

PRESIDENT



JOHN MCDONALD

VICE PRESIDENT



GARY OGDEN

SECRETARY



BERNIE CANNON

COMPETITION SECRETARY



SIMON THOMSEN

SCRUTINEERING DIRECTOR



MORGAN FREEMANTLE

TREASURER AND FVAA NATIONAL BOARD



LEIGH PORTER

COMMITTEE 1



GARY MEYERS

COMMITTEE 2



DYLAN THOMAS

COMMITTEE 3



STEPHEN HORNE

SOCIAL DIRECTOR

LIZ PORTER

MAGAZINE EDITOR

RAY FILETTI (For Now)

CAMS NSW REP

RAY FILETTI (For Now)

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2015 COMPETITION WINNERS

2015 NSW FORMULA VEE STATE CHAMPIONSHIP

1st

2nd

3rd

1200



Stephen Butcher



Ray Cripps



Geoff Bassingthwaite

1600



Michael Kinsella



Ryan Reynolds



Dylan Thomas

2015 FVANSW CLUB POINTSCORE

1st

2nd

3rd

1200



Stephen Butcher



Ray Cripps



Bernie Cannon

1600



Ryan Reynolds



Dylan Thomas



Michael Kinsella

2015 DIVISION 2 POINTSCORE

1st

2nd

3rd



Jacob Andrew



William Pym



Aaron Pace



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**2015 CLEMENGER
INTERNATIONAL FREIGHT
AUSTRALIAN FORMULA VEE
SERIES**

**NEW SOUTH WELSHMAN (WELL, ALMOST),
KIERAN GLOVER, WINS!
THE FVANSW CLEAN-SWEEPS - AGAIN!**



2nd - Tim Brook



1st - Kieran Glover



3rd - Michael Kinsella

The Formula Vee Association of New South Wales has done it again - its drivers have clean-swept the Clemenger International Freight Formula Vee Australian Series for another year!

Honorary New South Welshman, Kieran Glover had (another) great year, winning the 2015 FVAA Clemenger International Freight Australian Series at the final round at SMSP in September. Kieran capped off a great year by going on and the winning the FVAA Formula Vee National Titles just a few weeks later.

Kieran squeezed every rpm of potential out of the still-unbeatable Paul Corcoran and John Kelcik designed and built Checkmate at every round of the Clemenger International Freight Australian Formula Vee Series to improve on his 2014 result and take the ultimate placing.

Congratulations also go to 2014 Australian Series winner, Tim Brook, and his Jacer team, for nearly achieving the near-impossible and winning consecutive Australian Series Titles. The misfortune of a blown top-horsepower engine during the SMSP weekend dampened his chances, but the Jacer team made the best of disaster and recovered second place in the Series by the end of the last race.

The great Michael Kinsella completed the FVANSW triumvirate by taking out third place, demonstrating his continuing excellence in Formula Vee driving and engine building.

Congratulations also to all the other FVANSW drivers who participated in all three rounds - Stephen Butcher, Jacob Andrew, Wayne Hamilton, Geoff Bassingthwaite, Bruce Perry, Daniel Reynolds, (who took out Round 2 at Winton in his only appearance driving Ryan Reynolds Sabre),

Thanks all the "locals" at the final round at SMSP in September, as well as all the other interstateers and all the support crews for supporting the Australian Formula Vee Series over 2015.



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**THE FORMULA VEE
ASSOCIATION OF AUSTRALIA
AUSTRALIAN FORMULA VEE
NATIONAL SERIES**

**THE 2016 AUSTRALIAN FORMULA VEE
NATIONAL SERIES IS GO!**



Kieran Glover, the 2015 winner

ROUND 1 WAKEFIELD PARK MARCH 5/6 2016

ROUND 2 SEPTEMBER 17/18 SMSP 2016

ROUND 3 NOVEMBER 26/27 PHILLIP ISLAND 2016

The Board of the FVAA may have thought they had difficulties in determining the 2016 Australian Formula Vee National Series, but in the end, with the first round early in 2016, the six month break to Round 2 in September will help every team by giving them all the time needed to use their respective State Championships rounds to test and develop their cars to the highest levels to allow them to compete against the first round leaders at the last two rounds later in the year.

So, after the resounding and dominant clean-sweeps of the podiums by FVANSW drivers in the last two years, and the FVANSW's Ben Porter winning in 2013, its time for all the highly competitive Formula Vee drivers and teams across Australia to throw down the gauntlet to Kieran, Ryan, Daniel, Mick, Gary, Stephen, Ben, Simon, Bruce, Craig, Ray, Geoff, Peter, Aaron, Michael - OK, ALL the FVANSW drivers - and show them that the best Formula Vee drivers are really from the Formula Vee Association from Victoria, Queensland, South Australia, Western Australia, or Tasmania!

THE FVANSW CHALLENGES EVERY OTHER STATE TO BEAT THEM TO BE THE BEST!

Don't forget, Formula Vee racing in Australia is the best open wheel racing anywhere in the world, so if you want to compete with the best of the best, and want to win the Formula Vee Australian Series, you will be the best open wheel racing driver in the world! (Now don't get a big head Kieran).

Contact the FVAA for any further information.

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**2016 CAMS NSW STATE
CHAMPIONSHIP
REGULATIONS
APPENDIX I FORMULA VEE**

Following are the Appendix I Formula Vee 2016 CAMS NSW State Championship Regulations.

The Appendix I Formula Vee regulations are to be read in conjunction with the 2016 CAMS NSW State Championship General Regulations, which can be found at;

<http://www.cams.com.au/motor-sport/regulations/sporting-technical-regulations/state/new-south-wales-the-act>

All competitors must comply with all requirements within the general regulations and the Appendix I Formula Vee regulations. Failure to do so could result in you not receiving any points for all the races you participate in while non-compliant.

Stephen Butcher is the State Championship Director. If any competitor has any concern with their compliance, or the conduct with any aspect of the competition, you should consult Stephen prior to the competition commencing.

CAMS Appendix I – 2016 Formula Vee NSW Championship

I.1 CATEGORY ORGANISERS

(i) *The organiser of the championship shall be the Formula Vee Association of NSW, herein referred to as “The Organiser”*

The Organiser’s website is <http://www.fvansw.asn.au/>

(ii) *The Championship Director is Stephen Butcher*

Contact details 0427 305 597

(iii) *The Championship Director may appoint a replacement in his absence at a round. The Stewards are to be informed in writing prior to qualifying commencing as to who is replacing the Championship Director at any round, with details of name and contact telephone to be provided.*

I.2 ELIGIBILITY

(i) *The objective of the championship is to promote and foster the competition of Formula Vee racing cars complying with the Confederation of Australian Motor Sports (CAMS) regulations. The Formula Vee NSW State Championship is to be run in two classes – 1600cc and 1200cc, open to all competitors whose vehicles comply with the 1st Category Formula Vee 1600cc and 1200cc rules as defined by CAMS. Historic Formula Vees (5th Category as defined by CAMS) are eligible to compete provided they have a valid CAMS Historic log book.*

(ii) *Each vehicle competing in the championship shall have a current CAMS logbook. For 1st Category cars, engine and gearbox sealing cards, and for all cars, sealing sheets, may be required to be presented at any time during the competition. Failure to provide such documentation may result in exclusion from the meeting.*

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- (iii) *At the conclusion of championship qualifying or races, vehicles can expect to be directed to parc ferme without returning to the pits or paddock, and without having been interfered with. Such vehicles shall remain under the control of the Chief Scrutineer. Competitors may also be directed to the scrutineering bay prior to qualifying or a race for checks.*
- (iv) *Any competing car may be impounded at the discretion of the Chief Scrutineer in accordance with the race meeting standing regulations.*
- (v) *Any inspections shall be conducted by the chief scrutineer in accordance with the provisions of the Formula Vee Technical Manual and the CAMS Manual. An FVA NSW Eligibility Officer, or his representative, as appointed by The Organisers, will be on hand and able to assist the Chief Scrutineer. The Eligibility Officer is the Scrutineering Director of the FVA NSW.*
- (vi) *Inspections may be carried out on any competing car in the paddock at any time during a race meeting by the FVA NSW Eligibility Officer or his representative. Any irregularities discovered during such inspections will not carry a penalty but the competitor will be advised to correct the irregularity or be directed to parc ferme at the end of the next race where the irregularity will be brought to the notice of the Chief Scrutineer if not corrected.*
- (vii) *All cars must qualify within 130% of the fastest time set, otherwise they may not be permitted to race. If there are unforeseen problems that contribute to the slow lap times, it will be up to the Clerk of Course to review the reasons and give the Driver the permission to compete as per the CAMS Manual.*

I.3 CLASS DEFINITION

- (i) *The championship shall be run in three classes:*
 - *1600cc cars (Formula Vee 1600)*
 - *1200cc cars (Formula Vee 1200)*
 - *5th Category Historic (Group V) cars*

Formula Vee 1600 cars will be identified with a yellow band 100mm wide on the rollover hoop and front H-beam. Formula Vee 1200 cars will be identified with a pink band 100mm wide on the rollover hoop and front H-beam.

I.4 REGISTRATION

- (i) *To be eligible to score points in the championship, the registration fee must be received by the organisers prior to qualifying at the first race meeting entered.*
- (ii) *The registration fee for the championship shall be \$100, which includes membership of the organising club. Life Members of the FVANSW are regarded as having paid the registration fee. Delete - Members of the Historic Formula Vee Association of Australia competing in historic (category 5) vehicles are regarded as having paid the registration fee.*

I.5 QUALIFYING

- (i) *Unless otherwise approved by CAMS, qualifying shall consist of one session of approximately 15 minutes duration or as stated in the supplementary regulations of the event.*



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POST ALL YOUR NEWS ON THE FVANSW
FACEBOOK PAGE
JOIN UP NOW



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I.6 RACES

- (i) The Championship will consist of 6 Rounds.*
- (ii) Unless otherwise approved by CAMS, or due to event constraints, each round of the Championship shall comprise of the following race format: Three (3) sprint races of a planned minimum of 12 minutes duration each which will be expressed as a number of laps appropriate to the host circuit in the supplementary regulations of the event.*
- (iii) On Safety grounds, the starting order of each race of each round will be arranged on the basis that all the 1600cc cars will be gridded ahead of all the 1200cc cars. For race 1 of each round, the 1600cc cars will be gridded up from the fastest to the least fastest, as determined from the qualifying session of that round, with the fastest 1200cc car to be gridded up on the next grid row immediately behind the grid row occupied by the least fastest 1600cc car. For all subsequent races at each round, all 1600cc cars will be gridded ahead of all 1200cc cars under the same format as for qualifying, based on the finishing order of the 1600cc cars and the 1200cc cars previous race, with any 1600cc cars that finished behind any 1200cc cars or failed to finish to be advanced ahead of the highest finishing 1200cc car in the previous Race.*

I.7 POINTSCORE

- (i) Points for the championship shall be awarded for each class as follows:*

<i>1 st - 30 points</i>	<i>8 th - 19 points</i>	<i>15 th - 12 points</i>	<i>21 st - 6 points</i>
<i>2 nd - 27 points</i>	<i>9 th - 18 points</i>	<i>16 th - 11 points</i>	<i>22 nd - 5 points</i>
<i>3 rd - 25 points</i>	<i>10 th - 17 points</i>	<i>17 th - 10 points</i>	<i>23 rd - 4 points</i>
<i>4 th - 23 points</i>	<i>11 th - 16 points</i>	<i>18 th - 9 points</i>	<i>24 th - 3 points</i>
<i>5 th - 22 points</i>	<i>12 th - 15 points</i>	<i>19 th - 8 points</i>	<i>25 th - 2 points</i>
<i>6 th - 21 points</i>	<i>13 th - 14 points</i>	<i>20 th - 7 points</i>	<i>26 th on - 1 point</i>
<i>7 th - 20 points</i>	<i>14 th - 13 points</i>		
- (ii) The points to be awarded to each driver for each round will be the aggregate of the points obtained from each of the races comprising each round. In the event that one of the races comprising the round cannot be commenced or completed for any reason, then the points for the round will be determined from the points obtained from the completed races. The finishing position of a driver at each round of the championship will be taken from the promoters official result sheet of the appropriate race meeting forming the round of the championship.*
- (iii) Points awarded to each driver after each round will be aggregated to the points obtained by each driver during previous rounds as the championship proceeds, minus the points obtained for the worst single-race result in any round so far in the championship. The winner of the championship will then be the driver with the highest accumulated points after the last round minus the points obtained for the worst single-race result in any round in the championship.*
- (iv) In the event of a tie between one or more drivers on placing in the championship, awards will be determined on comparison of the number of first places gained in the rounds. If then not resolved, comparison of the number of second places, then third places, etc. Then, if after all comparisons are effected and the awards still not determined, the relative placing in the final round will be the decider.*

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- (v) *When events prevent the normal allocation of points at any round, the Championship Director can allocate points to competitors after consultation with the FVA NSW committee.*
- (vi) *Historic (5th Category) vehicles will be awarded points for their class but the driver will not be classified as a State Champion.*

1.8 AWARDS

- (i) *Awards for 1st, 2nd, and 3rd in both Formula Vee 1600 and Formula Vee 1200 classes (excludes 5th category) in the championship shall be presented at the CAMS Presentation Dinner on a date to be advised.*
- (ii) *Awards for 1st, 2nd, and 3rd, in all three classes (1600, 1200 & 5th category) in the championship shall be presented at the FVANSW Annual Dinner.*
- (iii) *Awards for 1st, 2nd, and 3rd, in both Formula Vee 1600 and Formula Vee 1200 classes only shall be presented by the round promoter based on the finishing order of the feature/or trophy race at each round of the Championship.*

1.9 COMPETITION NUMBERS

- (i) *The number "1" shall be reserved for the sole use of the winner of the previous year's Formula Vee 1600 championship.*
- (ii) *Drivers may request a competition number, other than the number 1, 20, 66 or 69, from The Organiser, which shall be allocated for their use at each round of the championship.*
- (iii) *Any request for a change in competition number shall be made with The Organiser, who maintains the register of competition numbers, which is to be provided to the promoters of the race meetings.*
- (iv) *The competition numbers on the cars must comply with Schedule K of the CAMS manual, with the exception of the size of the numbers which may be as set out in Clause 9 of the Formula Vee 1600cc and 1200cc rules.*
- (v) *The contact for the issuing of race numbers shall be The Organiser (via email raceentries@fvansw.asn.au).*

1.10 SPONSORS

- (i) *Vehicles shall carry any decals in a clearly visible location as nominated by The Organisers for the championship sponsors.*
- (ii) *Failure to comply with 1.10.(i) shall render the driver ineligible for points at any rounds where the stickers are not carried and/or clearly visible.*

GO TO

<http://www.cams.com.au/motor-sport/regulations/sporting-technical-regulations/state/new-south-wales-the-act>
FOR THE GENERAL STATE CHAMPIONSHIP REGULATIONS

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COMpetition NEWS AND NOTICES

Important Information every member and competitor should know

THIS COULD SAVE YOU \$\$\$\$ (OR MORE IMPORTANTLY, A WIN!)



On the ongoing saga of keeping within the limits of the circuit at Sydney Motorsport Park, ARDC have settled on their standard approach with penalties. From now on, every time a Formula Vee is judged to have all its wheels outside of the white lines, at any corner, then a five second penalty will be applied to the race time. Please realise that there are no TV cameras to replay incidents back in Race Control, and not every corner has its full complement of flag marshalls and observers. Everyone are doing their best to be as consistent and correct as possible.



The CAMS NSW Motor Race Panel has recently expressed concern at the number of competitors from various categories that have been arriving late at the Drivers Briefing at Sydney Motorsport Park. ARDC have acknowledged the importance of all competitors attending the DB, and from now on have committed to locking the doors to the DB when the DB commences. Any competitors who do not attend the DB will then be referred to the Clerk of the Course. It will be likely that a penalty will result. The Driver's Briefing is the place where all the important organisational and safety issues are discussed, so by not attending, you could be risking the safety of yourself and your fellow competitors. You must attend. And please take it seriously and pay attention.



On this subject, some competitors get a mate to sign on the sign-on sheet because they don't want to attend the Driver's Briefing. CAMS have committed to taking strong action against anyone who falsely signs for another person. Greater action could result against the competitor. Don't even think about it.



The first round of the 2016 CAMS NSW Formula Vee State Championship at Wakefield Park over the weekend of March 5/6 coincides with the first round of the 2016 Australian Formula Vee Series. A large field of interstate Formula Vees will be present and at their best to fight for the prestigious Australian Series Trophy. The program for the 2016 FVAA National Series is interestingly spread over much of the year, and could lead to more interstate competition. This will be one not to miss at any cost!



Throughout 2016, the Scrutineers intend to exert some extra effort at wiping "Formula Oil Leak" from the face of the planet. Don't forget that a Formula Vee engine has more gaskets to blow than an Italian V12! Please take extra care before a race meeting to check the oil lines and rocker cover gaskets in particular. Even better, if you can, attend Friday practice to test your car before the race meeting.



FORMULA VEE POLO T-SHIRTS
\$35 EACH ALL SIZES
(SOME SIZES MORE THAN OTHERS).
Contact Ray Filetti 0404078636



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COMPETITION NEWS AND NOTICES

RAISE YOUR STANDARDS

The CAMS NSW Motor Racing Panel is on the lookout for a new Driving Standards Officer to takeover the role that Bruce Colbey held for several years until earlier this year. The position requires a person who has an extensive and successful racing experience, preferably in several categories, is a good communicator, and can attend all seven rounds of the State Championship. Most of the expenses are covered. Please contact Ray Filetti on 0404078636 if you know someone who may be interested for more information.



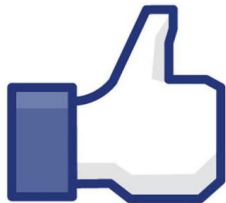
Have you forgotten that Hoosier tyres are now the control tyre for all Formula Vee racing across Australia? If you have, then get on the phone to Max on 0298791990 and ask him to make sure that there is a set of the Hoosiers waiting for you. Make sure you get them delivered or picked up as quickly as possible, so they don't get redirected to one of your competitors!



As mentioned in Leigh Porter's FVAA Board Report, be prepared for the clearances between roll bars and the driver, in accordance with the requirements within the CAMS Manual (Leigh has already told you where) to be inspected during the year.

COMPETITION NEWS AND NOTICES

Here is a smart tip - go back and read the Competition and News Notices over many of the previous FVANSW magazines. The Notices refer to a wide range of competition, safety, technical, organisational issues, such as rain lights, passing under yellows, Safety Car restarts, rule changes, reminders, etc. The items posted in the notices are there for the benefit of all competitors, and almost all of the issues are ongoing, so please keep yourself informed.



Finally, here are a few things that all drivers and pit crew should think about before you all hit the circuits for your first race of 2016;

- Don't forget that there are many volunteers who keep all aspects of our race meetings going. Please show your appreciation to the volunteers with a simple and friendly wave of acknowledgement on the slow down lap. It makes a big difference.
- Please use your racing judgement wisely to avoid expensive and time consuming damage to your precious Formula Vee, and possibly to yourself.
- Please demonstrate nothing but the highest standards of sportsmanship towards other competitors at all times, whether you are a driver or a pit crew, or whether it be on or off the circuit.
- Please think about the 90% of competitors who do not realistically expect to win every, or any, race they enter. What is good for them is good for Formula Vee. So think about their interests first whenever issues arise.
- And most important of all, make sure that everything you do about Formula Vee is FUN and ENJOYABLE. Why go racing if its not?



GET ALL YOUR RACING SUPPLIES

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Gary's supplies a wide range of motor racing equipment, including apparel, specialising in Sparco



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COMPETITION NEWS AND NOTICES

BULLETIN WATCH - TECHNICAL CHANGES

CAMS Bulletin 2015/038 came into force at the beginning of 2016. This Bulletin covers a number of changes to;

- valve seat grind cut angle
- crankshaft numbers for flywheel machining
- carburettor clarification
- split-type gearbox gear ratio
- axle and rocker cover non-genuine replacement parts
- engine and gearbox sealing under emergency conditions

Type CAMS Bulletins into Google to read this Bulletin.

UPDATE - SEE MORGAN'S TECHNICAL REPORT ON PAGES 7 AND 8

BULLETIN WATCH - SAFETY CAR RESTARTS

We all saw at the Safety Car restart incident at Race 3 of the last race meeting of 2015 at SMSP (the last round of the National Series), even the drivers at the front of Formula Vee races don't always know all the racing rules.

However, CAMS introduced a new Bulletin 2015/044 at the end of 2015 (after our last race of the year) which has amended the Safety Car restart rules.

Below is an excerpt from the Bulletin 2015/044;

No automobile may overtake or overlap another until it has crossed the Control (Timing) Line after the signal to restart has been given unless an automobile slows with an obvious problem and an automobile cannot avoid passing it without unduly delaying the remainder of the field.

Now, here is what you MUST do during a Safety Car;

- 1) If your car is suffering problems when behind a Safety Car at any time, **YOU MUST clearly signal all the drivers behind you to pass you to the right or to the left, and then pull off the circuit if your car does not recover.** Do not attempt to continue driving around the circuit, especially if the lights on the Safety Car are off, and the restart is about to happen. Safety Car restarts are more dangerous than normal race starts due to the higher starting speeds and the closer proximity of the cars.
- 2) If your car suffers problems when you hit the accelerator pedal at the restart, **then do your best to clearly signal all the drivers behind you to pass you to the right or to the left,** then do your best to move over to the side of the circuit and let the entire field of cars pass you. Doing this will assist the Clerk of the Course with confirming that mechanical problems were the cause of any resulting infractions and preclude you from any penalty.
- 3) **DON'T** pass a car simply because it is a bit slow to respond, or in accelerating, or is too far behind the next car. If the slower cars keeps going in the race, then you will get charged. You can only pass a car where the driver has signalled you to pass, or is suffering a significant reduction in speed.

STOP PRESS - Entry forms and Supp Regs are out for the first round of the ARDC Super Sprint Championship to be held on the GP Circuit on Saturday the 30th of January over the afternoon and early evening. Cost is \$100 for ARDC members, and \$120 for non-members. A perfect opportunity for testing!

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COMPETITION NEWS AND NOTICES

BULLETIN WATCH - RAIN LIGHTS

Cams also released Bulletin B2015/041 Rain Lights towards the end of 2015. Bulletin B2015/041 amends the 1st Category Racing Car Regulations for rain lights as follows;

2. GENERAL REQUIREMENTS

2.1 All cars must be fitted with: (i) A rearward facing red warning lamp of at least 15 watts in working order throughout the meeting. It must be clearly visible from the rear, mounted not more than 100mm from the centreline of the car, have a minimum surface area of 20cm² and a maximum surface area of 140cm². An LED light with FIA approval, or one approved by CAMS, may be used and may strobe. It must be possible for the lamp to be switched on by the driver when normally seated in the car. It must be switched on when so directed by the Clerk of the Course or his representative.

The above is clear, your LED rain light must be approved by the FIA or CAMS. If its not, you can't use it. Don't forget, rain lights must not be obscured by your exhaust pipe, suspension components, bodywork, etc. This will be scrutineered early in 2016, and cars will not be allowed to race unless fully compliant.



2015 DISCRETIONARY AWARDS WINNERS

AS PRESENTED AT THE 2015 FVANSW AWARDS NIGHT

STEWART MCCOLL AWARD FOR FAMILY INVOLVEMENT	Simon Pace and Family	ALAN BIRMINGHAM MEMORIAL SHIELD	Ray Filetti
CONCEPT RACING CARS PIT CREW OF THE YEAR	Bruce Kinsella	GARY QUARTLEY AWARD FOR BEST PRESENTED CAR	David Cutts (Jacer F2K14)
KARISMA JOINERY AWARD FOR MOST IMPROVED DRIVER	Craig Sparke	ROOKIE OF THE YEAR AWARD	Aaron Pace
DIAMOND TROPHY FOR BEST RESULTS IN A HIGHER CLASS	Aaren Russell	GARY POWER CLUBMAN OF THE YEAR AWARD	Simon Pace
PRESIDENTS SHIELD	Ray Filetti	CLASSIC FORMULA VEE SERIES	Lyall Moyes

CONGRATULATIONS TO ALL THE 2015 AWARD WINNERS.

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NEWS AND GOSSIP INSIDE THE FVANSW

We can't know everything that's going on in every dark corner of the FVANSW. If you want the Formula Vee world to hear of your great Formula Vee gossip, drop us a line at HHHTUTUU@president@fvansw.asn.au



2015 - WHAT A GREAT FORMULA VEE YEAR!

Like global warming, 2015 was the hottest year of Formula Vee racing since records commenced. There were, of course, a few lowlights, BUT countless highlights, throughout 2015. Here are just a few of the extremely high highlights of the greatest open wheel racing series in the world;

- Absolutely everything about the 50th Anniversary of Formula Vee Racing In NSW race meeting at Wakefield Park in February, including old Formula Vees and the old Formula Vee drivers, the dinner on the Saturday evening, and the incredibly thrilling finishes to both the 1200 and 1600 trophy races.
- Darren Williams huge smile after winning the trophy race at the 50th Anniversary, perhaps the greatest trophy there will ever be for an FVANSW driver!
- The great Michael Kinsella winning another NSW State Championship twelve years since his last Championship, and Butchey winning another of many Championships.
- Morgan Freemantle's immediate return to Formula Vee racing after his horrifying end-to-end rollover at Wakefield Park at Round 3.
- Dylan Thomas' great win at the Porsche Carrera Cup Pro-Am at Phillip Island in May.
- Dylan Thomas winning of the SMSP Enduro in his Evo X, then backing-up with second place in the Formula Vee race that immediately followed.
- Jacob Andrew taking out Division 2, and showing flashes of brilliance at the end of the year.
- Ray Cripps', Aaron Pace's, and Darian Scott's great debuts - All the young FVANSW "kids" (including Jacob, Ryan, Tim, Matt, Simon, Kieran, James, Ben), Daniel, Brodie, Corinne) could all get to the top with the right support!
- Ryan Reynolds great driving throughout the year, but especially so at Wakefield Park, taking out one second place and two third places while driving with a broken bone in his lower leg. What if????
- The thrilling Australian Series final at SMSP.
- Watching all the "battlers" having a great time racing against each other every lap of every race.
- The great racing throughout the field at SMSP early in the year in torrential conditions.
- President John McDonald keeping us laughing all year.
- The debut of the Aurora early in 2015, but it would be even better to see it race again in 2016.
- The Checkmate, bringing another National Challenge Trophy back to NSW - thanks Paul and Kieran.
- Seeing David McHenry at Wakefield Park and SMSP.
- AND THE HIGHLIGHTS JUST GO ON AND ON!

Thanks to all the 2015 Formula Vee competitors for making 2015

THE BEST FORMULA VEE YEAR EVER!



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NEWS AND GOSSIP INSIDE THE FVANSW

WP 12-Apr	SMSP 3-May	WP 21-Jun	SMSP 2-Aug	WP 23-Aug	SMSP 27-Sep	WP 24-Oct	CLASSES	Average
R1	R2	R3	R4	R5	R6	R7		
27	28	20	22	22	33		FVee	25.3
16	17	13	15	11		10	FFord	13.7
	22	20	14	13	17	17	SSedans	17.2
	25	24		25	30	30	PTouring	26.8
		18	27	9		19	PSports	18.3
		28	22	13	23	20	HQ	21.2
8	16	17				16	SSports	14.3
17	13		15	13	17		IP Under	15.0
8	11		17	13	17		IP Over	13.2
22	37				20	26	SKarts	26.3
12		13	16		17	12	FCars	14.0

The end of year statistics show that Formula Vee performed quite well again in 2015. The average field size for every category fell compared to 2014, except Superkarts, who increased the fields. Fortunately, our average fell only slightly, and less than the others. We did provide the largest total number of entries though. The promoters love Formula Vee. Well done!



In another piece of FVAWA news, Allan Yeo debuted a brand new Ajay around mid 2015. By all reports, the Ajay is beautifully built and presented, as would be expected from anything that Alan's Brother in Law, Anthony Lees, designer/builder of Ajays, would be involved in. Alan wrote off his Formula Vee during a starting line incident at Bathurst a couple of years ago, so it is only appropriate that Alan's new car be mentioned here. Well done Alan, Bruce, and Anthony.

It had to happen. Someone went and built a carbon fibre monocoque Formula Vee. The JTM Veetech Formula Vee was built in England by JTM Racing Services, although its initial success apparently resulted in a weight penalty to be introduced, and so made the Veetech uncompetitive. Its now for sale.



The construction of new cars is always a good indicator of the health of a racing category. The news that at least three new Formula Vees of the very highest standards are under construction in NSW is a sign that Formula Vee is still going along very well indeed. One car will be going interstate ready for the first round of their Championship, one car is being worked on furiously to be ready for our Round 1, and one car will be ready later in the year. Also, there is talk of another chassis being started soon and ready for completion around mid year. That's more than V8 Supercars!

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NEWS AND GOSSIP INSIDE THE FVANSW



South Australia's only permanent racing circuit, Mallala, came very close to being engulfed in the recent bushfires that overran much of South Eastern South Australia in mid December. The fires burnt all the grasslands and agricultural land right up to the circuit boundaries, but because of the brave SA Country Fire Service, no damage was sustained.



The FVANSW's greatest Life Member, and one of its greatest ever competitors, Ian Chivas, has made another move up the motorsport ladder. Chivo has parked his Super Six Saloon Falcon and sat himself into an V8 Supercar Commodore! Well, at least an Aussie Racer version. His first event was the Homebush 400 Aussie Racers support events to the V8 Supercars in December. Chivo showed he can still adapt quickly to anything with four wheels, and hasn't lost any of his prodigious talent, by taking his little-tested Aussie Racer "Commodore" to 25th in Race 1, 26th in Race 2, and 19th in Race 3 on the tough Homebush street circuit.. Chivo will no doubt get to the top of Aussie Racers, as he did with Formula Vee and with Super Six. Saloon Cars.



ARDC are in the final stages of having an on-line event entry system up and running. This system will also allow you to enter ARDC events such as races and super sprints, via a mobile phone app. The FVANSW have been invited to carry out the third party bench testing as the final gateway before the system is released.

The Formula Vee Association of NSW lost one of its nicest former Formula Vee drivers at the passing of Wayne Riley in September. Wayne drove a Mako Formula Vee in the late Eighties and early Nineties. He was a competitive and careful driver, who made sure that none of the competitiveness was present out of the cockpit. Wayne went on to manage Motorkhana in NSW for many years, receiving many appreciation awards. Wayne will be missed.



Mat Coch, Publisher of **VELOCITY MOTORSPORT MAGAZINE**, friend of the FVANSW, and known as "Cochy" to his mates, took the ultimate plunge and got married to Lauren in November. And while still on the subject of weddings, well known FVAWA racer, Myles Lockett, tied the knot in September to Kim. This begs a question - what is it that gets knotted?



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NEWS AND GOSSIP INSIDE THE FVANSW

The FVANSW has been the only category invited by CAMS to bring cars along to F1 In Schools events across NSW. In 2015, Formula Vees were displayed at seven schools across Sydney and NSW, including several of the best schools in NSW, such as South Sydney High, Port Hacking High, and Cronulla High, as well as a few modest schools such as Newington, Scots College, The Unity Grammar, and St Gregory's. The FVANSW has received an appreciation award from CAMS for its contribution.



The F1 in Schools is an International FIA competition which encourages school pupils to engage with industry and commerce by designing and building a compressed air-driven track car, and also presenting to prospective sponsors. In 2014, an Australian school finished second in the world.

Thanks go to Paul Corcoran (Checkmate), David Cutts (Jacer F2K14), Simon Pace (Mako 3), and Anthony Cavanagh (Jacer) for loaning their cars, and to John McDonald for assisting with the logistics.



Congratulations to the all-conquering Kieran Glover, and to the almost-all-conquering Liam Caplice, for the awards they received at the Hobart Sporting Car Club presentation night in late November. Kieran received the Glazebrook Sportsman of the Year Award for his National level successes, while Liam was awarded the Lyn Archer Trophy for his State Championship win. Congratulations to you both.



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NEWS AND GOSSIP INSIDE THE FVANSW



Now that Stephen Horne has advertised the Polar as being for sale, one of the FVANSW's worst-kept secrets has been blown open into the Formula Vee public arena - for those of you that didn't know, James is jumping ship from a very fast Formula Vee to a very very fast Formula Vee, the mighty factory Jacer F2K14! James will be putting his backside into a (slightly further back) racing seat that in only two years has won a first place in a NSW State Championship, a first place in an Australian National Series, and a second place in an Australian National Series. James makes racing cars go faster than they should, but it may not be widely known that James' large skeleton had trouble fitting into the tight Polar cockpit, and this often created problems with gear changing and twirling the steering wheel too far. The Jacer factory will no doubt make sure that the F2K14 will be ergonomically suited to James, so there is no pressure on James to make the F2K14 lap every Aussie race track faster than Tim did, is there?

On the (anti-) subject of James and Jacer, the great multi State and National champion, Tim Brook, is doing a Chivo, and is planning to go "sedan" racing in 2016. There is a rumour going around that he has put Becky's GT86 up on stands and starting fitting new brakes, new suspension bushes, a new exhaust, a roll bar and six point harness, and a Sparco race seat. Where is the first V8 Supercar race this year?



Here's a couple of interesting snippets of gossip - one well known Formula Vee former great is preparing for a shock surprise return to Formula Vee racing! No names at this stage, but he may restrict his comeback to the 2016 National Challenge at Barbagallo in October before he decides if he still has the talent to beat the teenagers in State competition. The other snippet is that a current front running driver, possibly with initials JH, is close to locking up a deal to drive an Aussie Racer (in addition to Chivo) in two National level Aussie Racer events this year, thanks to his sponsor, House of Tickets (whoops!).



Some members of the various state Formula Vee Associations have become experts at producing great videos of their Formula Vee racing. One brilliant little video of the 2015 Formula Vee Association of South Australia year can be viewed at <https://www.youtube.com/watch?v=mW3fC4LBwLo> Check out the Facebook pages for all the various State Associations for more great videos.

Matt Bode tested a Matt Stone Racing Dunlop Series Falcon in December at QR, and quickly approached the regular driver's, Shae Davies, lap times. Matt is looking for a full time drive, so watch out Shae!

And now for the best news of all. Darren Williams is almost back to normal health after being treated for his pancreas problem that forced him out of almost all Formula Vee racing in 2015. We can now all look forward to seeing Darren win more trophies and seeing the same huge smile that he gave after winning The Greatest Trophy Of All, the FVANSW 50th Anniversary Trophy, in early 2015!



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THE FVANSW PHOTOS OF THE MONTH



The Historic Formula Vee Association of Australia took the opportunity at the HSRCA Summer Race Meeting at SMSP in November as their celebration of 50 years of Formula Vee racing in Australia. Twenty five Historic Formula Vees from all over Australia hit the track for Qualifying, although two more Formula Vees spent their weekend under a carport. Representing the earliest and latest Formula Vees were the John Holmes-owned Formcar and the Jacer factory F2K14. At one point, over twenty spectators and supporters from all Historic classes crowded around the two cars, astounded at how a simple formula could have so effectively produced the best motor racing over 50 years!

The fact that Morgan Freemantle walked out of his Jacer after this double somersault with backflip and pike, allows us an opportunity to keep one thing in mind - yes, crashes such as this have occurred in Formula Vee, and we should keep driving in such a manner so that crashes such as this do not occur very often. Hopefully never again. Everyone in Formula Vee was greatly relieved that Morgan escaped unscathed. Thanks must go to Jacer Racing Cars for building a car that barely deformed as a result of this crash. Thanks also go to Morgan's neighbour, Anthony Crossley, who just happened to be pointing his camera in his neighbour's direction when the acrobatics commenced.



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THE 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP

GET READY FOR 2016!

Those in Formula Vee who have been driving them, crashing them, building them, working on them, and watching them, for many years in NSW, can all see that the standard of our racing in recent years has been as good as, if not better, than any period in our 51 year history. A golden period. Many outsiders to Formula Vee who have also been watching club level motor racing for years, say the same thing.

And because the NSW Formula Vee State Championship continues to be the most competitive open wheel motor racing State Championship in Australia, and maybe the most competitive Formula Vee Championship in the world, then the best Formula Vee drivers compete in it, and the best win in it.

Anything can happen in Formula Vee, and it usually does. 2016 won't be any different. Below are a few of the recent Formula Vee competitors who will win, who will go faster, and who will come close, in 2016.

If you want to race with the best, join in!



Jacob Andrews showed brilliance towards the end of 2015. His best time is approaching.



Geoff Bassingthwaite - which car will he be racing in 2016?



Geoff Bennett got onto the podium again in 2015, so the trend is for more podiums. Race wins?



Mat Bode is looking to climb the motor racing ladder, but he will be leaving just as he was getting close.



Tim Brook may be departing Formula Vee (for now) but he will be remembered as one of the greats.



Stephen Butcher won another 1200 Championship in 2015. Too many is not enough for Butchey!



Craig Conlon is a racing car driver without a racing car, so he should buy a Vee and return to NSW!



Ray Cripps races close and fast, so a 1200 Championship is a real possibility in 2016.



Bernie Cannon showed the world at the 50th what a perfect drive looks like, and now we want more!



Stephen Cannon can beat Bernie - a hard year of racing and he will beat Bernie more times.



Anthony Cavanagh got closer in 2015 to a full time return, so its time to get serious in 2016 and race!



Dean Cavanagh also had some fun in 2015 behind the wheel, but its time to get back on the horse!

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THE 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP



Simon Duffy rocketed forward when he fixed his Jacer - the rocket ship won't come to a halt in 2016!



Morgan Freemantle has a choice of cars to drive, so its time to decide and get back to the front!



Michael Gale also has a choice of cars, but a choice between a shed and a Vee is an easy decision!



Kieran Glover should race in NSW and give Paul the only trophy the Checkmate hasn't delivered - yet!



Wayne Hamilton learned the ropes in 2015, so 2016 is certain to result in big cuts to his lap times.



Alan Harrison could be archetypal Formula Vee driver - never gives up, and never backs off!



Garry Hook keeps talking about retirement, but he needs to go racing. In NSW with his mates!



James Horne drove the Polar faster than it would allow him - the F2K14 brings great expectations.



Richard Jefford took a year off in 2015, so a return in 2016 would be very welcome.



Michael Kinsella won the 2015 1600 State Championship. Two in a row would be fitting.



John McDonald will get even closer to the front in his Mako, when he gets it back - come on Frank!



Peter McDonald improved in his few appearances in 2015 - only a full year will provide the results.



Leigh McGarvie should give up his unimportant PhD and do something he does equally well.



Col Merz makes other people go faster, so its time for him to go faster, like at the 50th, for a whole year.



Gary Meyer is hot and cold - hot when he is racing, and cold when he is not. Race for a whole year!



Lyall Moyes will race a new Formula Vee for 2016, so he will face tougher competition than 2015.



Ben Oldfield is the classic natural racer, but will he make it back in 2015? Don't let us down!



Gary Ogden made occasional appearances in 2015, but a full year of racing will get him back to the top.

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THE 2016 CAMS NSW FORMULA VEE STATE CHAMPIONSHIP



Aaron Pace has no intention of slowing his incredible Rookie year momentum - watch your mirrors Dad!



Simon Pace is a determined front runner, and his determination should make him a winner in 2016.



Mat Pearce can race, and win, in both types of Formula Vee. Whatever he drives is at the front.

Bruce Pearce reckons he is slowing down, but no one believes him - he is as fast as ever on lap 1!



Bruce Perry transitioned to a Jacer in 2015, and cut seconds from his lap times, but there is more to cut.



Corinne Perry's talent kept growing, especially in the wet. There is more talent, so please come back!



Leigh Porter - there is always hope for a man who has racing in his blood! There is a car waiting, Leigh!



William Pym went much faster in 2015, and you could tell by his growing smile. Keep it up!



Ryan Reynolds - 2015 was a "what if" year - what if he hadn't broken his leg? Ryan is a hot favourite.



Darian Scott - Talent can be an over-used word, but its not with Darian. More power please, Dylan!



Craig Sparke raced at the front in 2015, so race wins should happen in 2016 if he works at it.



Daniel Stein is one of the fastest drivers ever, so growing experience will make him finish first!



Dylan Thomas felt the pain of not winning the 2015 Formula Vee Championship. Watch out!



Brodie Tilbrook's light shone brilliantly in 2014, but for too short a time. A return would shine brighter!



Darren Wiliams is hungry for racing after a long year away, and will not be underestimated in 2016.



Mark Williams should attack an entire year of racing to show his abilities, not just his great new Jacer paint scheme!

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NOVEMBER 7/8 SYMONS PLAINS

Photos by FVATAS



2nd 1600 - Michael Kinsella 1st 1600 - Kieran Glover 3rd 1600 - James Dean

**THE FVANSW'S (YEAH SURE) KIERAN GLOVER WINS HIS FIRST
1600cc NATIONAL CHALLENGE AT SYMONS PLAINS DRIVING
THE FVANSW'S CHECKMATE!**

THE FVANSW'S MICHAEL KINSELLA TAKES OUT SECOND PLACE!

THE FVAV'S JAMES DEAN TAKES OUT THIRD PLACE

THE FVANSW'S BUTCHEY AND OGGIE WEREN'T FAR BEHIND!

**THE FVATAS'S McLEAN, MEZZATESTA, AND CAPLICE,
CLEAN-SWEEP THE 1200'S!**

After another long year of Formula Vee racing (the 50th of Formula Vee racing in Australia) across six Australian States, the torrid final 1600cc trophy race 2015 Formula Vee National Challenge at the world famous Symons Plains Raceway near Launceston in northern Tasmania, fittingly became the final Formula Vee race meeting for the year anywhere in Australia.

With it came great anticipation by dozens of Formula Vee competitors from all over Australia, including the incredibly enthusiastic and committed FVAWA contingent who travelled across oceans and deserts from 4,500 km's away from Perth to participate.

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KIERAN GLOVER AND WADE MCLEAN WIN THE 2015 NATIONAL CHALLENGE

By the end of Qualifying and the Heats over all of Saturday and Sunday morning at the 2015 Symmons Plains Formula Vee National Challenge, it looked like the FVANSW had the fastest two driver/car combinations in the 1600 class, with Mick Kinsella and Honorary New South Welshman, Kieran Glover, driving the Checkmate, at the front. FVANSW expectations were very high!



The impressive FVAWA transporter that travelled a total of 9,000 km over land and water to deliver the FVAWA Formula Vees to Symmons Plains

But the 1600 Final of the 2015 Symmons Plains National Challenge proved once and for all that the Symmons Plains rewards slipstreaming prowess, fearless driving, and a sixth sense of car-positioning that perhaps can only be gained after years of driving on the circuit.. As a result, Kieran Glover brilliantly used his talent and home-track knowledge to position the Checkmate before and after the hairpin to impossibly make up three positions in the last few laps to win the 1600 trophy race by 0.3 seconds ahead of Mick.

Unfortunately for all the remaining FVANSW competitors, the 2015 Formula Vee National Challenge was not as successful as their hopes had led them to expect. Mr Stinger, Stephen "Mr Nationals" Butcher, unfortunately transferred from the 1200's to the 1600's after his 1200 engine succumbed to the high revs on the long back straight, while Gary "Almost as Mr Nationals as Butcher" (but also a Nationals winner) Ogden couldn't find the performance he needed in his Corsica.

Congratulations goes to the organisers of the 2015 Formula Vee National Challenge at the FVATAS for their efforts or great results, to Bochino Motors and Irrigation Tasmania for supporting the 1200's and the 1600's, and also to all the local and interstate competitors for making the sometimes long journey from all over Australia to the Symmons Plains circuit.

Ok then. Kieran is a Tasmanian!

An excellent on-board video of the 1600cc Final from Kieran's POV can be seen at; <https://www.Youtube.com/watch?v=OYZ4zLuFSwI>

The 2016 Formula Vee Nationals Challenge will take place on the weekend of October 22/23 at Barbagallo Raceway North of Perth, in Western Australia. The FVAWA contingent will appreciate that!

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THE FVAWA'S LADY FORMULA VEE RACERS

By Rick Henderson of the FVAWA

Here in Western Australia we are often the forgotten state, (not in Formula Vee terms- Ed) and the female talent that we have here is generally overlooked. Talking of lady drivers, Formula Fords - Tayla Dicker, Formula Vees - Kathy Lisson, Steph Wolfgram, and April Welsh, Street Cars - Maggie Waters, and other ladies in the Historic Racing categories, it is apparent that these are women drivers who deserve recognition.



Steph Wolfgram

Kathy Lisson

April Welsh



We start with 22 year old Stephanie (Steph) Wolfgram, who started competing in a 1200cc Formula Vee in 2014 and has enjoyed every minute of her time in the hot seat, in spite of a few excursions off the track. She is encouraged by her partner and is assisted by Ross Roberts who has high expectations of Steph. Although she describes herself as a "Girlie Girl" she also admits to being a completely mad motor head.

Steph not only has a talent for driving fast cars fast, but has model looks and has even appeared in TV commercials and the fact that it's a race day doesn't diminish her appetite for a certain "fast food"!

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THE FVAWA'S LADY FORMULA VEE

RACERS

By Rick Henderson



Steph Wolfram

Don't let the looks and fun loving attitude fool anyone as this is a strong minded, determined young lady. She was influenced by her older brother and by her Grandfather who took the two of them to the speedway and V8's when they were growing up.

Steph's first car was a Ford Laser which was written off....but she wouldn't go into details!!! Now the owner of a Nissan Skyline, Steph has been throwing it around the track at Barbagallo's in Drift practice sessions and is soon to be taking part in the upcoming Drift battles. Steph also owns a Mitsubishi Evo 8, so maybe that will be going round the track too.

Steph works in a high profile job in the CBD in one of the major banks and is grateful to them for allowing her time off for tuning days. She wants to gain more experience in the 1200 Formula Vee before moving into something (unstated) with more power, but did hint that possibly she would like to get into the Street Car racing.

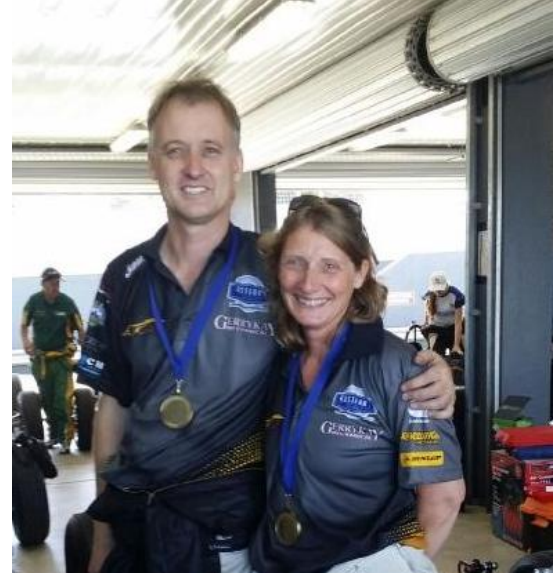
Next, and probably the most experienced of our three lady Formula Vee drivers, is Kathy Lisson. Kathy, is the Office Administrator for her husband's business, Litech System P/L, who also sponsor her car and is a lady of many talents, especially well known in Formula Vee circles for her Bunnings Sausage Sizzle funds raising antics. With three grown children and determined not to become a Vee widow and seeing how much fun Rod was having racing his 1200 Vee, Kathy decided that she should have a go too, so while Rod moved up to the 1600 class, Kathy took to the track in the 1200, and surprise, surprise, Kathy's first car was a VW Beetle so it's no wonder she had an affinity to want to race a Vee.

Don't let her size or the ever present smile fool you, because under that soft looking exterior lies the heart of a trucker. Kathy learned to drive a heavy rigid truck and has no hesitation in co-driving the LiTech 15 tonner across the Nullabor with 6 Vees loaded up all the way to Phillip Island and this year the plan is to drive with 4 up and 4 more on their new purpose built trailer.

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THE FVAWA'S LADY FORMULA VEE RACERS

By Rick Henderson



Kathy Lisson

In her first season in late 2013 it was a case of perseverance, a little bit of trepidation and a lot of nerves whilst she was being lapped left, right and almost centre as she got used to the car and the idea of going faster. All that drive and determination paid off for her in 2014, and in only her first full racing year, she finished the season 4th overall in WA and 10th overall in the Nationals in the 1200 class, against a field that featured some talented young drivers, and she also won the Kay Prosser award for the lady driver with the most points.



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THE FVAWA'S LADY FORMULA VEE

RACERS

By Rick Henderson

Kathy enjoys her time on the track and is currently trying to persuade husband Rod to build/buy her a new car for 2016 so that youngest daughter Rachel can take over her old 1200 car, so the ranks of the lady drivers will hopefully increase.

Last but by no means least in the Formula Vee category, is the youngest of our 3 drivers, 21 year old April Welsh. April comes from a well known WA racing family, going back to both her Grandparents racing in SA, her father, Bruce, has successfully competed in Vees over the past 21 years and her mother Leeann and brother Connor support her in whatever way they can. Now in her third season racing a Formula Vee. Her start was sharing a car with Kathy Lisson before she took over her father's 1200. After a shaky start she soon got the hang of holding her racing lines into the corners at Barbagallo's and down at Collie, instead of letting other drivers push her out of the way.



April Welsh

April has had to put up with a lot since being diagnosed with Type 1 diabetes at the age of three and this led to being taunted at school as other students didn't understand what she had to go through. In spite of this adversity, and with the total support of her far ranging family, April has come through to the other side an extremely intelligent, charismatic young lady. She is an accomplished public speaker and ambassador for Diabetes WA both here and across the world, and has stood in front of the United States Congress to raise awareness of this illness. Some of April's achievements include being on the WA Department of Health Youth Advisory Council and Governing Council for Child and Adolescent Services; Youth Ambassador, Juvenile Diabetes Research Foundation, which is pretty impressive for someone not long out of her teens.

So, in spite of Uni studies, being on a number of Councils, Boards and Committees to promote awareness of Type 1 Diabetes as well as working part time at ECU, April has successfully competed at the Formula Vee Nationals last November at Phillip Island and rarely missed any race meetings here in WA, wet or dry this plucky young lady is keen to take on the world to show that nothing is going to stand in her way. Still driving her first car, an Opel Astra, she confided that she too learned to drive in a VW Beetle and that her earliest memories are of sitting on her father's lap at the age of 6 or 7 at the wheel of a Vee....mind she didn't say whether or not the car was moving at the time!

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THE FVAWA'S LADY FORMULA VEE RACERS

By Rick Henderson



It is April's ambition to gain more experience in open wheelers and ultimately she wants to race Indy cars in the States alongside another T1 driver, Charlie Kimble, thus forming a T1 team with their sponsors Novo Nordisk. April has become heavily involved in promoting Youth Health here in WA and wants to collaborate with the committee of Women of Australian Motor Sport (WAMS) to further encourage the female young in Australia to get involved in all aspects of sport, especially in motor sport.

April is a dedicated and driven young lady who has conquered adversity to follow in the family footsteps into racing, and also her work promoting awareness of T1 Diabetes. And while she has her serious side, it has been heard on the grapevine that she's been known to enjoy the "occasional" night out and foreign holiday!

With three strong-willed female drivers in the 1200 category, the guys know not to mess with the ladies and although there have been a few racing incidents, generally everyone has a great time and is happy to help a fellow competitor out in times of need.

**FOR ALL FVANSW INFORMATION, SUCH AS;
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FVANSW FORMULA VEE DRIVER PROFILE

MORGAN FREEMANTLE



In just a few years of Formula Vee racing, Morgan "Mad Dog" Freemantle has become a Formula Vee icon. A driver, an engine builder, a sealer, a Technical Officer, and a good guy. Morgan quit his high pressure project manager job in Canberra a few years ago to take a break and aim for a "normal" life. Hi "normal" life allowed him to put more of his time into Formula Vee, and before long, we could see his new found speed on the track. Maybe it was his speed which caused the touching of wheels that catapulted him into the air at Wakefield Park in mid 2015, and into being a National celebrity!

What is your job?

Estimator/Project Manager for Canberra Floorcraft, who also happen to be my major sponsor!

Why and how did you get into Formula Vee?

I always had a keen interest in motor racing, but never had the means or access to get involved. A decent Rugby injury forced me to find something else to do on weekends, so I drove up to Oran Park to watch a "Do It In The Dark" meeting. I couldn't believe how close and entertaining the racing was. I briefly met a few of the guys, and had a nice chat with a fella running his own Vee. Turned out it was Paul Corcoran, (Ed - Nice?) and realised it was possible to have a go. A year later I was on secondment to Perth for work and far enough away from my missus to safely buy a car. After two meetings I thought I had made a huge mistake, but the guys in WA were fantastic and got me running with the pack, and I haven't had a regret since.

Who is your favourite Formula Vee competitor and why?

Col Merz. Although he doesn't run in the State Series, young Col is a massively competitive character on the track (and the road at times). He's a bloke who can consistently make the most out of his (or any) equipment. Col's been inspirational in my time in Formula Vee, never has a bad word to say about anyone (pretty rare in racing), and will help anyone who needs it. Col's second place in the 1200 final at the 50th Anniversary meeting at Wakefield Park earlier in 2015, against one of the strongest fields, was one of the best drives I have seen.

Who is your favourite racing car driver of all time and why?

"Black Jack" Brabham. The Aussie taking it to the world, and was the best all-round competitor for many years. A cunning and hard racer, he was winning with equipment that came out of his own workshop - capturing the essence of what racing is all about to me.

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FVANSW FORMULA VEE DRIVER PROFILE

MORGAN FREEMANTLE



What do you like about Formula Vee and why?

Formula Vee always exhibits good close racing, and rewards hard work. It teaches you a lot about life - and no other category can boast that. The people make it great, and I've built many friendships as a result. The friendships and people have kept me on the track (Col Merz, Chris and Robyn Reynolds, Ray Filetti, Garry Hook, etc) and has resulted in opportunities to drive other cars I'd never have imagined I'd have a chance to drive (MX5 with Daniel Reynolds in the Wakefield 300, Adam Proctor giving me a test in the Stohr 1000, Tilton Interiors SR3 Radical sessions).

What Are Your Best and Most Unusual Racing Moments?

Best; being told I had won a 1200 race at Oran Park after spinning 3 times in the race! The conditions (rain, hale, and oil) were that bad that all the other competitors went into the pits!
Most Unusual; Being mid-air and upside down at Wakefield Park last year, thinking "only two laps to go, I hope I can finish the race". No such luck!

What are your motor racing plans?

I hope to keep competing in Formula Vee into the distant future. My aim is to get my Jacer back on the track and into the top 5 in the State Championship. I also intend to participate in more Endurance races down the track and return to a few hillclimbs.

What road car do you drive?

The daily drive is a Nissan Navara. However, I eventually intend to upgrade to my "project car", the XB GT sedan patiently rusting away in my in my shed (the project has been off the rails since I got my Vee 12 years ago).





**FORMULA VEE ASSOCIATION OF
NEW SOUTH WALES 2015
POINTSORES**

FINAL 2015 FVANSW 1200 STATE CHAMPIONSHIP

Pos	Driver	R1	R2	R3	R4	R5	R6	Sub-Total	Worst Round Dropped Points	Final Points
1	Stephen Butcher	27	84	84	27	90	90	402	0	402
2	Ray Cripps		25	87	30	52	68	262	0	262
3	Geoff Bassingthwaighte				57	79	81	217	0	217
4	Bernie Cannon	87	73					160	0	160
5	Peter McDonald						73	73	0	73
6	Michael Gale		72					72	0	72
7	Mathew Pearce		60					60	0	60
8	Stephen Cannon	30						30	0	30
9	Bruce Pearce						25	25	0	25

FINAL 2015 FVANSW 1200 CLUB POINTSCORE

Pos	Driver	R1	R2	R3	R4	R5	R6	R7	Final Points
1	Stephen Butcher	76	27	84	84	30	90	90	481
2	Ray Cripps			25	87	30	54	73	269
3	Bernie Cannon	71	87	73					231
4	Mathew Pearce	90		60					150
5	Michael Gale	63		72					135
6	Peter McDonald	22						79	101
7	Stephen Cannon	65	30						95
8	Colin Merz	77							77
9	Greg Johnston	59							59
10	Bruce Pearce							27	27



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FINAL 2015 FVANSW DIVISION 2 POINTSCORE

Pos	Driver	R1	R2	R3	R4	R5	R6	R7	Final Points
1	Jacob Andrews	79	45	81	77	25	47	87	441
2	William Pym	69	68	65	66	48	69	50	435
3	Aaron Pace	90	52	23	50	57	84	57	413
4	Craig Sparke	52	90	60	90	30	87		409
5	Geoff Bassingthwaighe	67	43	39		44	61	63	317
6	Simon Duffy			73	70		50	75	268
7	Ray Cripps			21	62	23	41	55	202
8	Bernie Cannon	81	61	57					199
9	Matthew Bode		52	75	49				176
10	Wayne Hamilton		58	52				59	169
11	Michael Gale	70		56					126
12	Darian Scott						65	44	109
13	Stephen Cannon	71	23						94
14	Gary Meyers	45		45					90
14	Colin Merz	90							90
16	Peter McDonald	25						59	84
17	Bruce Pearce	20				27		20	67
18	Greg Johnston	65							65
19	Adam Brook		48						48
20	Mark Williams							46	46

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FINAL 2015 FVANSW OPEN STATE CHAMPIONSHIP

Pos	Driver	R1	R2	R3	R4	R5	R6	Sub-Total	Worst Round Dropped Points	Final Points
1	Michael Kinsella	77	82	90	52	71	66	438	19	419
2	Ryan Reynolds	90	81	79		77	87	414	0	414
3	Dylan Thomas	75	53	46	45	90	75	384	0	384
4	Timothy Brook	68	65	77	54	69	44	377	0	377
5	Simon Pace	41	70	65	50	71	54	351	0	351
6	Geoff Bennett	53	66	60	42	60	63	344	13	331
7	Craig Sparke	55	45	64	23	58		245	0	245
8	Jacob Andrews	24	56	54	18	27	55	234	0	234
9	Bruce Perry	50	31	45	33	41	23	223	0	223
10	Aaron Pace	32	15	37	43	58	35	220	0	220
11	William Pym	35	32	37	33	38	30	205	0	205
11	James Horne	59	40	20	21	30	35	205	0	205
13	Morgan Freemantle	50	42	30		47	28	197	0	197
14	Allan Harrison	37	30	40	33	36	15	191	0	191
15	Mathew Pearce	40	21			55	59	175	0	175
16	Simon Duffy		42	48		33	45	168	0	168
17	Stephen Butcher	6	30	31	13	27	35	142	0	142
18	Garry Hook	9	50		20	47		126	0	126
19	John McDonald		37	49			36	122	0	122
20	Geoff Bassingthwaighe	22	16		28	23	29	118	0	118
21	Matthew Bode	33	44	34				111	0	111
22	Ray Cripps		8	32	14	16	21	91	0	91
23	Wayne Hamilton	23	16				25	64	0	64
24	Darian Scott					30	21	51	0	51
25	Darren Williams						50	50	0	50
26	Jason Cutts	48						48	0	48
26	Bernie Cannon	27	21					48	0	48
28	Bruce Pearce				18		11	29	0	29
29	Mark Williams						27	27	0	27
30	Peter McDonald						25	25	0	25
30	Gary Meyers		25					25	0	25
30	Adam Brook	25						25	0	25
33	Michael Gale		20					20	0	20
33	Gary Ogden				20			20	0	20
35	Daniel Stein						17	17	0	17
36	Stephen Cannon	12						12	0	12

**FOR ALL FVANSW INFORMATION, SUCH AS;
 RULES, PHOTO GALLERIES, VIDEOS, ALL POINTSCORES
 CHECK OUT THE FVANSW WEB SITE AT**

FVANSW.ASN.AU

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FINAL 2015 FVANSW 1600 CLUB POINTSCORE

Pos	Driver	R1	R2	R3	R4	R5	R6	R7	Final Points
1	Ryan Reynolds	60	90	81	79		77	87	474
2	Dylan Thomas	75	75	53	46	45	90	75	459
3	Michael Kinsella		77	82	90	52	71	66	438
4	Simon Pace	69	41	70	65	50	71	54	420
5	Geoff Bennett	51	53	66	60	42	60	63	395
6	Timothy Brook		68	65	77	54	69	44	377
7	Aaron Pace	59	32	15	37	43	58	35	279
8	Jacob Andrews	41	24	56	54	18	27	55	275
9	Craig Sparke	26	55	45	64	23	58		271
10	James Horne	62	59	40	20	21	30	35	267
11	Bruce Perry	40	50	31	45	34	41	23	264
12	Morgan Freemantle	57	50	42	30		47	28	254
13	William Pym	33	35	34	37	33	38	30	240
14	Allan Harrison	31	37	30	40	33	36	15	222
15	Garry Hook	48	9	50		20	47		174
16	John McDonald	48		37	49			36	170
17	Simon Duffy			42	48		33	45	168
18	Mathew Pearce		40				55	59	154
19	Darren Williams	78						50	128
20	Matthew Bode		33	45	34				112
21	Wayne Hamilton		28	28				33	89
22	Gary Ogden	61				20			81
23	Daniel Stein	54						17	71
24	Geoff Bassingthwaighte	27	22	20					69
25	Darian Scott						30	22	52
26	Jason Cutts		48						48
27	Gary Meyers	18		25					43
28	Leigh McGarvie	42							42
29	Mark Williams							28	28
30	Adam Brook		25						25
31	Bruce Pearce	6				18			24



**JOIN THE DISCUSSION
POST ALL YOUR NEWS, AND GIVE YOUR
OPINION (BUT KEEP IT NICE PLEASE),
ON THE FVANSW FACEBOOK PAGE.
JOIN UP NOW**



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FORMULA VEE SALE



KE Power Engine - For Sale. Race winner. 3 meetings since new. No expense spared, and ready to race. Includes pulley, clutch, generator post, distributor, fuel pump. Tinware and manifold is required (also available). New crankcase, SCAT conrods, pistons and cylinders, heads, valves, valve springs, retainers, 1.25 rockers, pushrod tubes. New clutch. Contact Michael Kinsella 0414282500.



Various

Used Tyres - \$200 per set
 V-Force Wheels - \$150 per wheel - I have 5 of the wide offset & 1 of the narrow offset left. Contact Tim Brook - 0417 457 276



Various - Two Alloy Rocker Covers. One bolt on, one clip on. \$20.00 each
 - Quick release steering wheel hub. \$30.00
 - Momo steering wheel. 265mm diameter \$100.00
 - Steering Rack. Suit some Polars and Jacers. New. \$250.00
 - Three chrome steering arms. 7/16 UNF left and right thread. Suit steering box car. New. \$50.00 each.
 -Two pair Koni adjustable shocks. Suit front or rear. \$200.00 pair
 - Pair NG Elfin type trailing arms. \$200.00 pair.
 Lyall Moyes 04154658



Stinger Brand New Price \$9800 - For Sale I have Stinger 006 which I obtained from Steve Butcher a few years ago with the intention of returning to racing. Unfortunately due to my employment, (Army), I am not allowed to race any more. I have sunk around \$20k in to this car, and I now have to reluctantly move it quickly as the wife wants the cash, (we all know that feeling don't we). The car is 99% complete and only requires the following to get it onto the race track:

- a. New 6 Point Harness - The one on it is out of date.
- b. Kill Switch - Needs to be relocated.
- c. Log Booking - This is a new car that has never, ever been raced,
- d. New Tachometer - the current one is non functional,
- e. New Battery.

Essentially, this is a car that would only need less than one day to put to rights. There is a small amount of surface rust on some components as the car has sat in my garage for 4 years without doing anything. I have a set of used Dunlop Tires that come with the car, but I would recommend getting a newer set before driving it. More detailed pics available on request. Bring a trailer and take it away for less than half the price of a late model 1600cc Stinger. The price is not negotiable as it is already at rock bottom. Take advantage of my misfortune to grab yourself a bargain. Contact John Swensen: 0417388234 or john.swensen@defence.gov.au

Avanti Historic Formula Vee Price: \$12 000 ono



Top reliable performer Dynoed motor, excellent h/p, dyno sheets, one meeting old. Motor/gearbox sealed. New brakes, wheel bearings, seals 6 sets rear springs diff/gear set for long box included. Current historic COD CAMS historic log. No expense spared in preparation and maintenance. Turn-key \$12,000 ono. Edward Gavin 0409794033

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FORMULA VEE SALE



Polar Formula Vee (NSW)

SURPRISE! FOR SALE. Our much loved Polar!! Selling complete, race ready, with spare body and extra nose cones. We are sad to be selling, but we are still running in the Series. We'll be leasing "Effie" from Jacer for 2016. Full sale advertising will be going up Nationally shortly, so this is an advance spoiler! \$21,800 ono. Contact Stephen (0412602764) or James (0416871493) or message us.



Argonaut 1600 (VIC).

Price: \$9,900. It is time for this racing car to go to a new home. Current spec 1600 Formula Vee ready to jump in and drive. Fully rebuilt AVWP motor (2 rounds since full rebuild). Fully rebuilt AVWP gearbox (1 round since full rebuild). Ball joint front end. Revalved R600 fully adjustable shockers. Braided brake and oil lines. 2 sets of V-Force wheels and good Dunlop tyres. Call me on 0407 155 245 for further info or to arrange inspection



Performance Alloy Wheels 15x6

Price: \$120ea. We have a total of 8 wheels for sale. The condition of each wheel is very good with only a few chips/scuff marks. These wheels were purchased to suit a Formula Vee race car, but would suit smaller sized cars that use the 4x100 stud pattern. The list price of \$120 is per wheel, please let us know how many you want. Specs - Size: 15x6 Offset: 40 Stud Pattern: 4x100. These are pick up only, but if needed a courier can be arranged at the buyers expense.

Contact Details: (03) 9722 7107 info@andygoodalltraining.com.au



Borland 01/6K 1200 Vee Price: P.O.A.

Excellent 1200 Formula Vee, fully 1600 compliant and ready to race. Alloys, 4 wheel disks, cams log book. Ideal for entry level competitor in 1200 class, then simply add 1600 motor and go to the next stage. Tel 0438 728 680 anytime, alt. 03 9813 8728 after 7 pm. email HHHburragtp@bigpond.net.au (Ed's Note - A new log book is required to run a 1200 car as a 1600 car)



Formula Vee 1600 Price: \$18,000

Ready to race NG ELFIN Formula Vee 1600 with Trailer. Recently serviced and ready for racing in the formula vee category. Great, cheap cost effective racing. Also comes with a trailer as well. We shall put 6 months rego on the trailer prior to sale for QLD buyers only. Selling due to new baby and have made the choice not to go racing.

Advertised elsewhere. Will sell Race Car separately (without trailer) if preferred. Open to any reasonable offers. All inspections welcome or any questions call Tony: 0403278353. We can arrange transport if interstate at cost to buyer

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FORMULA VEE SALE



For Sale - Predator 83

The original Australian Super Aero" Razor car.". Built under arrangement with the designers "Precision Dynamics " Lamar Colorado USA. Generally acknowledged here as the fastest straight line car of its era. This was the first car to utilize the Zero Roll suspension concept, together with a bell crank steering modified system. This car has won many races in the 80's and always ran at the front but has not been raced for 11 years and has now been totally rebuilt . I am selling due to ill health. The car features:

Rebuilt and powder coated chassis, New master cylinders wheel cylinders and brake hardware, New 5 point seat belt, New Fire Extinguisher, All new rod ends and Grade 8 fasteners as required.

Engine 1192 CC Freshly rebuilt, sealed and unraced. Includes 1600 crankcase modified for full oil flow. Brand New German heads, ported, CC'd and flowed, fitted with genuine VW valves and SR racing springs. Brand New German crank, Pistons and Cylinders, Wade 1038 Camshaft, oil pump, extended sump, cooler and oil control system. "Oberg" combination filter cooler assembly. 4-1 exhaust system fitted with Porsche style collector and megaphone. Guaranteed absolutely top flowing 28 PCI carburettor and intake system. K and N Filter.

Rear Suspension: Zero Roll with adjustable links, Original Fox aluminium remote canistered shock absorber. Sealed short ratio gearbox. 4.375 final drive with 1.26 3rd.

Front Suspension: Rebuilt front end, 19MM Front roll bar, Koni aluminium adjustable shock absorbers, Bell crank steering with reversed Pitman arm.

Body: New aluminium aero side trays. New paint in original colours.

Car comes complete with original logbooks, a full set of body moulds ,original construction blue prints plus fully dimensioned engineering drawings for every component on the car,also component part numbers and vendor listings, a huge library of Formula Vee research , manuals and manuscripts going back my 45 years of Formula Vee involvement. Also included are large inventory of new and used VW parts and component spares , an engine rebuild stand, suspension alignment jigs and special tools.

A Gold COD application has been lodged and included in the sale. This car is ready to win again.

\$16500 ONO Ring Chris Lewis 0403 966602 Email: formtech10@ymail.com

1200cc Formula Vee Motors, short box and other parts (VIC)

Price: Various 2 x 1200 motors. 1 complete with carby, controlled manifold, tinwear,fan housing, and clutch.This engine has done 1 meeting at P.I. Built by David Cutts and has all sealing cards and sheets. \$3500. The other engine has a clutch but no fan housing, tin wear or manifold, carby it has done 4 meetings and has sealing cards and sheets. Originally built by David Cutts refreshed by John Dean \$2800. 1 Short gearbox with tubes and axles currently setup for disc brakes but can be removed for drums \$750 with discs \$700 without. Have sealing card and sheets

Pair of untouched 1200 "D" heads straight off a car, \$300. 2 x starter motors 1200 \$50 each 1 x 1200 carby \$80. Contact: Greg 0415 860 256

**THE GOLDEN ERA OF FORMULA VEE RACING IN NSW CONTINUES
WAKEFIELD PARK MARCH 5/6 2016**

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